

**SECRET**

DPO-4088-61

Attachment I

The following information is offered for your review, concerning the status of aircraft maintenance and availability of parts for C-123 aircraft:

1. The 125<sup>th</sup> MATS Group, located at National Airport in Washington, was queried on maintenance and supply matters concerning their operation of one (1) C-123 aircraft. This aircraft is operated solely for the purpose of freight and cargo for the MATS Washington operation. The contact was made with the Aircraft Maintenance Officer, Major G.E. Giffin, who indicated this single aircraft was flying 68 hours per month over the past six months. The aircraft was received in new condition directly from Fairchild Aircraft Corporation over two years ago. It was stated that they encountered the normal maintenance problems associated with a new aircraft and the rash of technical bulletin changes that follow-up from reported materiel failures. Aircraft engine problems were fairly normal during initial operation, however, this area increased in intensity after the engine changes. The original installed engines lasted approximately to the time change period of 1500 hours after which previously overhauled engines were installed. Major Giffin indicated their engine propeller and engine governor problems increased in intensity at this point. They are currently experiencing normal to above normal engine problems including governor and propeller malfunctions. The manhours statistics are not accurately reflected in their present maintenance data collection system, however, Major Giffin indicated the Air Force average of 22.3 manhours per flying hour was believed to be consistent with their past experience factors. Based on the accuracy of this manhour figure it would indicate the C-123 is a "maintenance-hog".

2. The C-123 Weapon Conference held this year was attended by [redacted] [redacted] He indicated that the Troop Carrier Command at Pope Field Air Force Base, North Carolina, is a principle Air Force operator of the C-123. At this conference the prime operators of this aircraft indicated increasing difficulty in engines and propellers. Also that aircraft and engine parts were becoming more difficult to obtain through normal supply channels. It could be assumed that a deterioration of repairable parts was taking place with a high condemnation rate and little, if any, new part procurement for stockage. The MATS unit in Washington has top priority on supply items and their close proximity to the C-123 Prime Depot at Middletown, Pennsylvania, increases their supply effectiveness. Therefore, their supply support is not a true criteria of what the normal unit would receive in the field.

3. The noise and vibration level is extremely high in the cargo area of the C-123 aircraft according to the operators. The MATS maintenance officer indicated that personnel riding in the cargo area are readily subjected to air sickness due to these factors. He did not recommend the aircraft be used as a personnel carrier. He equips personnel with ear plugs and ear muffs when it is required they ride on the aircraft in the cargo area.

USAF review completed.

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4. Summary: Based on one C-123 aircraft and telephonic conversation with Maintenance Officer MATS 125th Group.

- a. Parts are becoming more difficult to obtain for C-123 aircraft through Air Force channels.
- b. Aircraft maintenance difficulties are principally located in the engine, engine governor, and the propeller area.
- c. Noise and vibration level is extremely high in the cargo area and not conducive to hauling personnel in this area.

5. Recommendations:

- a. Prior to submission of the C-123 aircraft capability report to the Deputy Director, Plans a more detailed maintenance and supply study be completed.
- b. A field visit be made to Pope Air Force Base by Operations and Materiel representatives for purpose of determining C-123 operational and maintenance suitability for world wide Agency use.

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